IN THE CLAIMS

What I claim is:

1. A vehicle auxiliary function control system, for a vehicle that has a steering control element, a lever-operated turn-signalling element, and an auxiliary function, comprising:

a switch assembly having a pair of gravity-responsive switches, where the first gravity-responsive switch changes state on clockwise rotation of the switch assembly and the second gravity-responsive switch changes state on counter-clockwise rotation of the switch assembly;

a controller having inputs for the state of the first and second gravity-responsive switches and providing an output signal depending on the order and number of changes of state of the first and second gravity-responsive switches;

means to communicate the controller output signal; and

means for powering the vehicle auxiliary function in response to the controller output signal.

2. A vehicle auxiliary function control system, for a vehicle that has a steering control element and an auxiliary function, comprising:

a gravity-responsive switch

a controller having an input for the state of the gravity-responsive switch and providing an output signal depending on the timing and number of changes of state of the gravity-responsive switch;

means to communicate the controller output signal; and

means for powering the vehicle auxiliary function in response to the controller output signal.

3. A vehicle auxiliary function control system as described in **claim 1**, where the switch assembly is mounted on the vehicle steering control element.

4. A vehicle auxiliary function control system as described in **claim 1**, where the switch assembly is mounted on the vehicle lever-operated turn-signalling element.

5. A vehicle auxiliary function control system as described in **claim 1**, where the vehicle further has electrical circuits used to facilitate indication of one or more of: turning, braking, reversing, hazard, theft, keyless entry and horn:

where the controller further has inputs to detect the activation of one or more of the vehicle electrical circuits, selected from one or more of turning, braking, reversing, hazard, theft, keyless entry and horn.

6. A vehicle auxiliary function control system as described in **claim 1**, further comprising a manually operated switch, and where the controller further has an input for the manually operated switch and the controller outputs an "accessory on" signal in response to the position of the manually operated switch.

7. A vehicle auxiliary function control system as described in **claim 5**, further comprising a manually operated switch, and where the controller further has an input for the manually operated switch and the controller outputs an "accessory on" signal in response to the position of the manually operated switch.

8. A vehicle auxiliary function control system as described in **claim 1**, further comprising a wireless transmitter and a wireless receiver;

where the switch assembly, controller and wireless transmitter are unitary and the controller output signal is sent via the wireless transmitter; and

where means for powering the vehicle auxiliary function includes the wireless receiver.

9. A vehicle auxiliary function control system as described in **claim 1**, where the switch assembly further has a second pair of gravity-responsive switches;

where the second pair of gravity-responsive switches change state at either more or less rotation of the switch assembly than is required to change the state of the first pair of switches;

where the controller further has inputs for the state of the third and fourth gravity-responsive switches; and

the controller further provides an output signal depending on the order and number of changes of state of the third and fourth gravity-responsive

switches.

10. A vehicle auxiliary function control system as described in **claim 1**, wherein the vehicle auxiliary function is a cornering light.

11. A vehicle auxiliary function control system as described in **claim 10**, wherein the cornering light is integral with a vehicle side marker light.

12. A vehicle auxiliary function control system as described in **claim 2**, where the switch assembly and controller comprise an input-control-output unit, and where the controller output signal is delivered to the means for powering the vehicle auxiliary function via a wire.

13. A vehicle auxiliary function control system as described in **claim 12**, wherein the switch assembly is responsive to the performance of a motorcycle wheel-stand stunt.